

Implementation Strategies 8



Colorado River Corridor Plan Implementation Strategies

GOAL 1: CONSERVE AND PROTECT NATURAL RESOURCES

OBJECTIVES	TOOLS, POLICIES AND IMPLEMENTATION STRATEGIES	TIMEFRAME (YR)
Protect and restore natural areas	Encourage natural area protection through development incentives such as density bonuses and transfers of development rights.	<5
	Develop a restoration plan for the corridor addressing disturbed riparian areas with the objective of maximizing ecological, hydrological, public use and water quality functions in the study area through a public-private partnership.	<5
	Incorporate superior natural area protections into Municipal Utility District (MUD) and Public Improvement District (PID) agreements.	<5
	Implement County acquisition of conservation easements on private land.	<5
	Foster public/private funding opportunities for natural area preservation and restoration.	<5
	Acquire exemplary natural areas such as bottomland forests for permanent protection using bond monies.	<2
	Promote efforts by volunteers and organizations to restore natural areas, such as reestablishing native plants on acquired tracts of land.	<5
Protect and restore water quality	Fully implement urban stormwater regulations to reduce and eliminate pollutants discharged in runoff through oversight of development, using regulatory changes, inspections, and enforcement processes.	<5
	Improve and optimize collaboration between City of Austin and Travis County on stormwater management and development review programs, such as through inter-local agreements.	<5
	Increase surface water monitoring to better characterize sources and nature of elevated nutrients and bacteria.	<5
	Determine the extent and severity of elevated nitrates found in groundwater by reviewing existing, available data and by providing incentives and funding support for research to assess the problem.	6-10
	Continue collection of biological data to assess the integrity of the fish and macrobenthic community in the Colorado River and key tributaries.	<2
	Promote more optimal locations for wastewater treatment facilities through regionalization and use of post-effluent polishing treatment units.	6-10
	Increase the use of reclaimed wastewater effluent to divert and reduce nutrient and other pollutant loads into the Colorado River.	6-10
	Develop a Watershed Protection Plan or Total Maximum Daily Load (TMDL) to address pollutant discharges into the Colorado River and Walnut Creek (major urban tributary to the Colorado River).	6-10
	Establish of stream setbacks in headwater areas.	<2
	Continue to coordinate with TCEQ and USEPA to prioritize federal and state programs to address impaired waters in the Corridor.	<5
Integrate floodplain/riparian management with natural area preservation	Fully implement the Gilleland Creek TMDL Implementation Plan through septic system oversight.	<5
	Restrict and minimize modification of the historical 100-year floodplain.	<5
	Require mitigation to compensate for floodplain modifications.	<5
Enhance conservation of limited ground and surface water supplies	Coordinate funds used for floodplain buyouts with funds available for natural area purchases to maximize flood management and preservation objectives.	6-10
	Step up enforcement against residential and commercial water consumers not following utility guidelines and drought-related restrictions.	<5
	Expand the use of reclaimed wastewater effluent to replace turf irrigation and other consumption using potable water.	6-10



GOAL 2: IMPROVE QUALITY OF LIFE

OBJECTIVES	TOOLS, POLICIES AND IMPLEMENTATION STRATEGIES	TIMEFRAME (YR)
PARKS AND GREENWAYS		
Build a park system that is accessible and meets residents needs	Develop priorities for park system funding with community involvement.	<2
	Explore ways to encourage community involvement in beautification and improvement of neighborhood parks and greenways.	<5
	Provide opportunities in parks for both active and passive recreation and social gatherings.	<2
	Meet the recreational needs of people of various physical abilities.	On-going
Develop a comprehensive interconnected system of parks and greenways within the corridor	Establish greenway links between parks, schools, neighborhoods, jobs, and shopping.	<5
	Encourage greenway development within a one-half mile walk of neighborhoods.	<5
	Use public/private partnerships to build park and greenway systems.	<5
	Explore the help of non-profit organizations to secure public parks and greenways.	5-10
Enhance economic viability of parks and greenways	Encourage park investments to enhance neighborhoods including CAMPO centers where growth is anticipated.	5-20
	Consider special districts (MUD, TIF, PID, etc.) for park and greenway development and long term maintenance.	<2
	Make effective use of public/private funds by combining parks and greenways, stormwater management, flood control and other forms of built infrastructure.	5-10
	Develop recommendations for park and greenway phasing over the next fifteen years and beyond through the Parks Master Plan process.	<5
Implement and support sustainable operations and maintenance of parks and greenways	Use energy saving and water conserving technologies in designing parks and recreation facilities.	<5
	Design sports fields for multiple uses.	<2
	Prepare land management plans for natural areas in corridor parks.	5-10
	Collect and plant native seeds/seedlings	5-15
	Incentivize private sector to restore bottomlands as part of development.	5-15
	Confine irrigation systems to high intensity use sports fields, using water-wise methods.	<2
Develop parks and green spaces as a foundation of community development	Incorporate the City of Austin's Critical Water Quality Zones into the park system as passive recreational corridors.	10-20
	Acquire parks and greenways in a timely manner before opportunities are lost.	<2
	Shape growth patterns and provide community identity with public access to stream valleys and terrace ridges.	5-20
	Provide a park acquisition element as part of annexation analyses and delivery of services documentation.	5-15
	Provide opportunities for the community to vote for funding of land acquisition of critical lands along the river.	5-15



OBJECTIVES	TOOLS, POLICIES AND IMPLEMENTATION STRATEGIES	TIMEFRAME (YR)
PARKS AND GREENWAYS		
Create an economic climate that enhances the viability of working lands and rural character	Promote the use of conservation easements to preserve key/critical land for open space, wildlife habitat, water quality, and working lands where appropriate, and organizing these areas into a regional network to the extent possible	10-20
	Encourage the dialogue and ongoing public discussion of how to identify significant public and/or private funds for rural land preservation	<2
	Work with land trusts to purchase particularly sensitive areas to protect them from development	5-20
	Cultivate economic development strategies that rely on traditional rural landscapes. Agritourism and ecotourism.	5-15
	Promote rural products in urban areas and support other urban rural links	Ongoing
	Integrate rural lands and corridor neighborhoods. Priority funding areas to incentivize 'Centers growth'. Encourage rural home clustering and conservation subdivisions.	5-15

OBJECTIVES	TOOLS, POLICIES AND IMPLEMENTATIONS	TIMEFRAME (YR)
CORRIDOR CHARACTER		
Build high quality structures and public spaces in the time-honored tradition of civic commitment to lasting public works	Develop and fund place specific architectural/landscape design style that is identifiable in all aspects of the public realm.	5-20
	Support art and creative use of public spaces.	5-15
	Use road right-of-ways to create community identity.	5-15
Protect and enhance the cultural and scenic resources	Encourage private sector to provide access along the river.	5-20
	Evaluate City and County Ordinances for resource protection.	<5
	Leverage flood management measure to maximize greenways.	5-20
	Establish guidelines for maintaining views to the river.	5-10
	Establish tree canopies along roadways for overarching affect.	5-15
	Eliminate environmental hazards in neighborhoods, preserving quality and livability.	5-25
	Promote the preservation and reuse of historic resources and cultural landscapes.	<5
Establish regional, village, and neighborhood identities	Support a strong identifiable commercial center such as transit-oriented development (TOD).	5-20
	Integrate various land uses to support public transit.	5-20
	Establish a strong East/West natural corridor to link areas visually.	5-10
	Advocate the clean-up, reclamation, and re-use of legacy mines for beneficial uses.	<2
	Develop analytical and educational tools to inform future planning and design decisions to insure continuous improvement and educate the community about the potential of restorative community building.	<5
	Develop strategic policy documents to accommodate growth in a geographic framework of Activity Centers, Landscaped Corridors, and Greenways.	<2
	Develop a neighborhood form that promotes security from crime, and is it perceived as safe. Streets are made safe for children and other users (e.g., traffic calming, other measures).	<5
	Support a vibrant cohesive Activity Center along SH 130 that diversifies the urban fabric, reconnects east and west, and accommodates key civic, business, and cultural resources.	5-10
	Encourage locally-based agriculture providing a nearby source of fresh food.	5-15
	Cultivate economic development associated with traditional rural landscapes (farming, ranching, orchards, food processing, farmers markets, and scenic tours).	5-15
	The roadways should provide interesting visual experiences, vistas, natural features, native vegetation, or other qualities.	5-15
	Encourage resident's contributions to community activities.	5-20
	Maintain a web presence to communicate corridor activities.	<2
Support various school initiatives to maintain viable and safe	Provide sidewalks and pathways to link residents and the schools.	<5
	Provide appropriate traffic controls and staff to assist with the safety of pedestrians and bicyclist crossings.	<5
	Establish parks in conjunction with school site acquisitions or expansions, enabling shared use of parking and recreation facilities.	5-10
	Collaborate with schools in meeting neighborhood recreational needs, including use of gymnasiums and fields for recreation leagues and as sites for cooperative maintenance and programming.	<5



OBJECTIVES	TOOLS, POLICIES AND IMPLEMENTATION STRATEGIES	TIMEFRAME (YR)
HEALTH, SAFETY AND WELFARE		
Provide for safe and effective access for life safety services	Reduce the number of low water vehicular crossings.	5-20
	Develop strategies to minimize response time and reduce harm to humans, property and the environment.	5-20
	Reduce pedestrian and bicycle driveway conflicts.	5-10
Develop a flood management strategy that provides better protection and preserve assets	Develop release warning systems.	<5
	Install river level gauges.	<5
	Develop crest predictions and warning systems.	5-10
Enhance air quality	Foster and promote walkable development.	<5
	Encourage private sector use of best available technology where possible to improve air quality.	<5
	Encourage site planning and construction techniques that reduce pollution such as concurrent reclamation of mining lands.	<5
	Minimize the area of site disturbance at any one time by phasing construction.	<5
Minimize and manage ambient noise and light	Encourage private sector use of best available technology where possible to improve noise abatement	<5
	Encourage site planning and construction techniques that reduce noise and light pollution.	5-10
Enhance availability of potable water and wastewater treatment	Support the establishment of centralized, public water treatment/distribution and wastewater collection/treatment systems.	<5
Advance energy conservation	Seek renewable energy and conservation solutions to meet energy requirements.	5-20
	Encourage the efficient use of resources and reduce greenhouse gas emissions from industrial, agricultural and farming processes.	<5
	Reduce vehicular use and travel times by supporting plans for mixed land use development.	5-10
Instill community resiliency	Help residents and institutions prepare for flood disruptions and respond timely, creatively and effectively.	5-20
Provide fair and equitable regulatory environment	Ensure that development guidelines and building codes consider community and site context, improve ecological integrity, are based on life cycle costing, foster social equity, and reward innovation.	5-20



GOAL 3: PROVIDE IMPROVED MOBILITY AND TRANSPORTATION CHOICES

OBJECTIVES	TOOLS, POLICIES AND IMPLEMENTATION STRATEGIES	TIMEFRAME (YR)
MOBILITY		
Provide for efficient and safe highways and roadways	Efficiency	
	Provide a transportation system that provides efficient and acceptable levels of service for forecast population and employment.	On-going
	Develop a multimodal transportation system seamlessly connected with all transportation modes to increase transportation corridor person-carrying capacity.	On-going
	Reduce vehicle trip length and travel time by eliminating gaps in the existing transportation network.	On-going
	Implement operational transportation solutions in the existing transportation network before providing added capacity projects.	On-going
	Optimize traffic signal spacing at 1 mile intervals.	On-going
	Safety	
	Identify and seek funding to improve high accident locations.	On-going
	Require existing and future arterials to accommodate bicycle and pedestrian facilities.	<5
	Require private sector to provide for pedestrian and bicycle infrastructure along collector roadways.	<5
	Designate specific arterial streets as truck routes.	<5
	Encourage private sector freight movement and trucking companies to work with public agency staff to develop route alternatives.	<5
	Separate truck traffic from incompatible land uses, especially around schools, residential development, and civic areas.	<5
	Provide connectivity, minimum block lengths and multiple access into neighborhoods to enhance public safety.	On-going
	Research and develop standards and guidelines that provide for access control, including at a minimum dual access to all developments.	<5
Improve mobility, connectivity and access of people and goods	Develop a comprehensive network of connected arterials and collectors that allow for alternative routes of travel.	On-going
	Improve regional connectivity across barriers created by flood plain and mining lands, where financial feasibility and minimal environment impact are demonstrated.	On-going
	Provide additional north/south mobility and connectivity over the Colorado River by completing the Burleson Manor Road river crossing and arterial expansion.	10-20
	Improve and plan for a coordinated and seamless public transportation system. One that provides connectivity between the roadway system and future urban rail, bus rapid transit, fixed route bus and rural transit service.	6-10
	Ensure that all roads are constructed to the property line, so that future extension of roadways between subdivisions is coordinated in a continuous fashion unless severe physical constraints restrict their placement.	<5



OBJECTIVES	TOOLS, POLICIES AND IMPLEMENTATION STRATEGIES	TIMEFRAME (YR)
Reduce congestion and improve air quality	Improve identified congested roadways (such as FM 969 and Hunters Bend Road) by adding capacity through new lanes or additional access.	6-10
	Revive CAMPO Centers Concept map to reflect proposed location of Rio de Vida development.	<2
	Provide public sector incentives for successful development of Activity Centers within the Corridor.	<5
	Ensure that development intensity and associated travel demand adheres to the current and funded road classification standards.	On-going
	Consider use of parallel alternative routes to reduce volumes on any one street and to minimize travel lanes.	<5
	Provide alternative design standard that allow for neighborhood roadway networks in grid patterns to minimize trip length, encourage walking and bicycling, and use of other alternative travel routes and transit modes.	<5
	Encourage mixed use Activity Centers that provide residential and commercial land uses to allow live and work opportunities through the use of master plans, PUDs and other site-specific plans that encourage greater residential densities, greater employment intensities, and a more fine grained mix of uses within Activity Centers.	<5
	Allow for additional development intensity in activity centers in exchange for provision of public amenities that support the activity center.	<5
	Implement conservation development ordinances that allow development to cluster away from environmental features on a site.	On-going
Preserve environmental, scenic, aesthetic, historic, and natural resource values	Site municipal buildings, schools, and other publicly funded civic facilities within Activity Centers.	On-going
	Develop cross sections for different functional classifications of roadways that are more sensitive to natural resources and incorporate context sensitive design solutions. The design and construction of the transportation system will reflect the future land use pattern found in the Land Use Element of the Corridor Plan.	<2
	Develop “Colorado River Parkway” design guidelines to be used along FM 969, creating a scenic and aesthetic facility throughout the Corridor. (See “Colorado River Corridor Parkway” in Appendix D).	<2
	Provide alternative design standard for arterials that border greenways by abutting arterials up to greenway limits. (See Roadway Design Standards in Appendix D: Concept Plan Models).	<2
	Provide for a transportation system of arterials, collectors, bike lanes, sidewalks and trails that incorporate appropriate design standards relating to varied transects. (See Appendix D: Concept Plan Models).	<2
	Develop guidelines based on early public involvement opportunities that can be used to establish signature bridges and gateways to define the Corridor's character.	On-going
	Avoid environmentally sensitive areas such as floodplains and wetlands where possible, and minimize/mitigate impacts associated with necessary crossings.	On-going
	Utilize the streetscape to establish a "character" within Activity Centers, neighborhoods, scenic arterials, and gateways.	On-going



OBJECTIVES	TOOLS, POLICIES AND IMPLEMENTATION STRATEGIES	TIMEFRAME (YR)
Provide cost-effective opportunities in the development of transportation facilities	Require developers to donate rights-of-way for future expansion or extension of arterials and locations for transit facilities.	On-going
	Seek to provide less costly operational improvements (turn lanes, traffic signal coordination, etc) before making added capacity improvements to existing roadways.	On-going
	Coordinate with transportation agencies (CAMPO, TXDoT, CapMetro, CTRMA, and CARTs), cities and Travis County to develop new funding strategies and leverage dollars for transportation facility improvements.	On-going
	Encourage cost sharing opportunities such as public-private partnerships for new transportation infrastructure.	On-going
	Promote the concurrency of transportation and land use planning, especially when major development is anticipated.	<5
	Maintain a coordinated process for all land review that includes transportation and environmental planning in conjunction with the appropriate planning, advisory, or regulatory entities.	On-going
	Use economic development incentives, tax abatements, and other means to encourage development that provides high quality jobs within Activity Centers.	<5
	Implement Tax Increment Finance Districts, Public Improvement Districts, and other innovative finance mechanisms to support infrastructure and public amenities within developing Activity Centers	<5

BICYCLES AND PEDESTRIANS

Provide a connected network of non-motorized transportation facilities connecting to local and regional destinations	Support the Activity Center concept emphasizing high density, multi use development that maximizes opportunities for bicycle and pedestrian trips rather than vehicle trips.	<5
	Support Activity Centers that encourage pedestrian and bicycle trips between uses and to transit connections.	<5
	Construct bicycle and pedestrian improvements when providing for additional or new capacity along highways and arterials.	On-going
Provide a multi-use trail network that improves mobility as well as supports recreational opportunities	Provide opportunities for people to bike and walk in their neighborhoods for recreation as well as commuting.	On-going
Provide for safe and efficient connections throughout the corridor	Provide design alternatives that separate bicycle and pedestrians facilities from vehicular traffic. (see Roadway Design Standards in Appendix D: Concept Plan Models).	<5
	All sidewalks should accommodate pedestrians with disabilities.	On-going
	In new subdivisions that lack connectivity to the area roadway system, subdivisions should connect to a continuous multi-use trail system.	<5
	Provide grade separated crossings for multi-use trails at major arterials, state system roads and highways.	6-10
Design transportation facilities to encourage bicycle and pedestrian usage	Design streets to accommodate safe and secure environments, but not at the expense of accessibility and openness.	On-going
	Design streets as the public spaces of the Corridor that create comfortable and interesting environments for pedestrians to live, to work, and to play.	<5
	Reconstruct streets connecting to Activity Centers to be more transit, bicycle, and pedestrian friendly.	<5

OBJECTIVES	TOOLS, POLICIES AND IMPLEMENTATION STRATEGIES	TIMEFRAME (YR)
TRANSIT		
Provide for public transit services that improve affordable and accessible transportation alternatives	Seek opportunities to expand transit facilities outside incorporated area.	<5
	Improve and plan for a coordinated and seamless public transportation system. Emphasize connectivity between the roadways system and future urban rail, bus rapid transit, fixed route bus and rural transit service.	6-10
	Insure that low income and minority populations and the elderly have multi-modal travel opportunities by targeting environmental justice census tracts as priority areas for transportation improvements and multimodal facilities.	On-going
Encourage transit oriented development within corridor activity centers	Support transit oriented development that has a mix of land uses and density that will support transit services.	<5
Identify and implement strategies to take advantage of new transit opportunities and connections within the corridor	Identify and resolve constraints to make intermodal connections.	On-going
	Plan for a multi-modal transit center within activity centers that connects to area urban rail plans. Facilitate connectivity between fixed routes, rapid bus, and taxi, and car-pool needs coupled with adequate bicycle and pedestrian access.	<5
	Design arterials and collectors to accommodate transit facilities included in the region's Capital Area Metropolitan Planning Organization's long range transportation plan.	On-going